

III. GOALS OF THE STUDY

The Hanover Pike Corridor Study has been undertaken under the direction of County staff, in conjunction with a Citizen's Advisory Group, local property owners, residents, interest groups and representatives of both the Maryland Department of Transportation (MDOT) and the Carroll County Office of Planning. The following goals were set at the outset of the planning process to guide the plan.

- ☐ Maintain the rural integrity and character of the Hanover Pike Corridor
- ☐ Establish viable options for improving safety and traffic flow along the Hanover Pike (MD Route 30).
- ☐ Protect and enhance the rural villages which are located along the Pike by managing commercial growth, ensuring design compatibility and eliminating arbitrary spot commercial zoning.
- ☐ Create a range of recreational opportunities including a golf course, to serve the increasing demands generated by the growing population living and working in Baltimore County's Northwest Corridor.
- ☐ Examine opportunities in the corridor for some additional light industrial and service uses, in areas adequately served by the existing or an improved road network, and at a scale and intensity appropriate to the environmental constraints of the site and surrounding areas.
- ☐ Develop a set of design guidelines to ensure high standards of appropriate rural development throughout the corridor.

IV. ENVIRONMENTAL AND RURAL LANDSCAPE PROTECTION

(a) The Natural Environment

The area contained within the Hanover Pike Corridor Plan is significant in many ways. It

is predominantly open rolling farm land, with a central ridge line running north/south just east of the Old Hanover Road and the railroad. This ridge line separates the two drainage areas, Western Run and Patapsco, both of which flow into public reservoir impoundments. The streams which feed the reservoirs begin here and their headwater reaches are most critical in maintenance of water quality. All of these streams are classified by the State as Class III trout waters and must be protected. Loch Raven and Liberty are two of the three reservoirs which provide water storage prior to treatment by Baltimore City for distribution through the public water supply system. Land use has a direct impact on the water quality which flows into the reservoirs, and land-use impacts are major concern.

There are several types of agricultural uses functioning within the plan area including dairy, beef, grain, horses, silvaculture, and nurseries. Small grains, however, are the most common type of crop. Intermixed throughout the study area are large and small woodlands which help to maintain water quality, wildlife cover, and corridors for wildlife and bird migration. These areas also have significant scenic value. It is essential that existing woodland be retained and wherever possible that additional woodlands be provided.

Topography in the study area varies from relatively level ground along the ridges to gentle slopes becoming steeper in the vicinity of streams. Slopes ranging from 15% to over 25% are not uncommon adjacent to the stream valleys.

The geology of the area is common to the Maryland Piedmont Plateau. Loch Raven

Schist, Piney Run Formation, and Sykesville Formation are all members of the Wissahickon Group, which underlie the study area. As expected, Alluvium soils of variable composition are found in the various stream valleys.

The soils within the study area are predominantly loams and silt loams. While the characteristics will vary, they are for the most part considered to be prime and productive soils for most agricultural purposes. A complete overview of the soils for this portion of Baltimore County may be found on Plates 11, 15 and 20 of the Soil Survey of Baltimore County.

Large scale development options are strictly limited along the ridge lines, as ridge areas are most vulnerable to impacts on ground water recharge from increases in impervious surfaces.

Nontidal wetlands are located throughout the study area and are most commonly found associated with tributaries to either the Patapsco River or Western Run. Because of their water quality values and functions, any disturbance of nontidal wetlands which would result from such large scale impacts as major road construction, is discouraged by Federal, State, or County regulations.

(b) The Rural Landscape

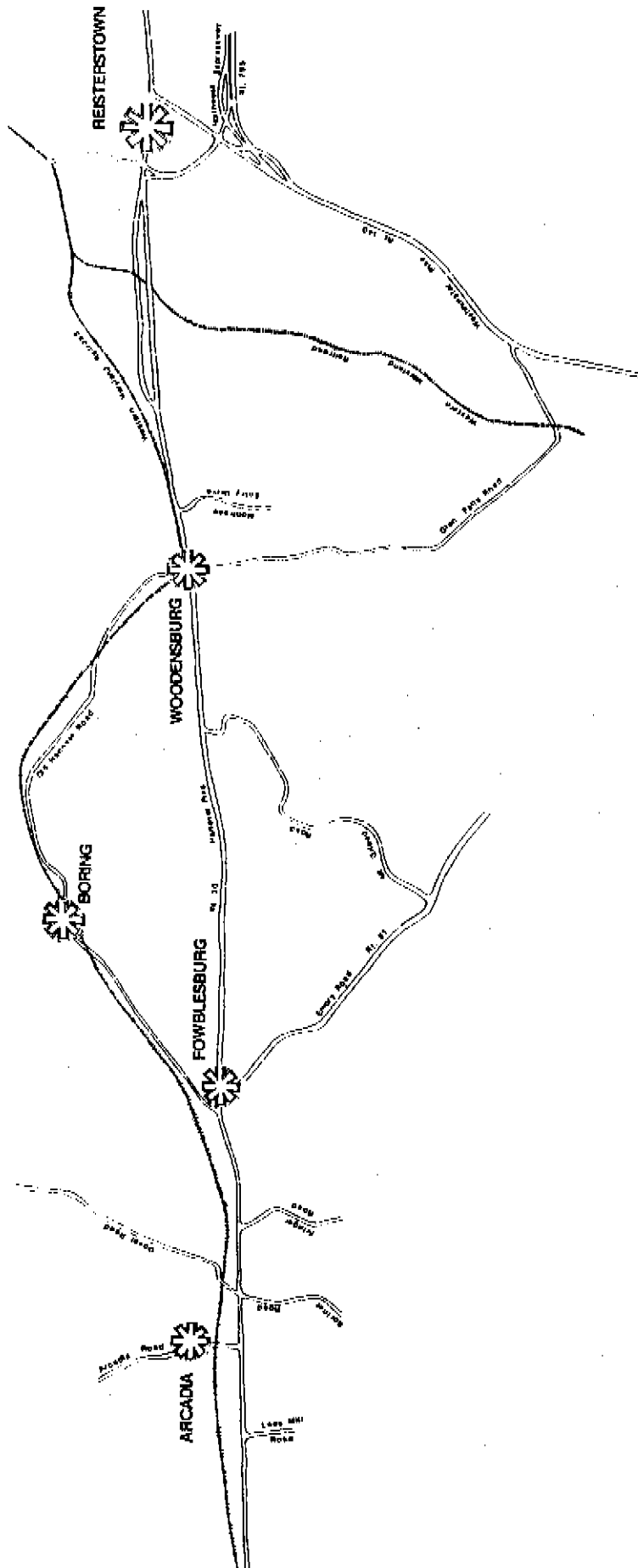
Hanover Pike - Historical Perspective, highlighting the history of Hanover Pike and surrounding areas, lists 26 sites with some historic significance. Of particular interest and merit is the Hanover Pike Toll House (ca 1859) which was the dwelling of the tollgate keeper. The house was moved from Fowbles-

burg to Woodensburg in 1903 and continued to operate until 1915. Although in poor condition, this building represents a historic time in the Pike's development and is certainly worthy of preservation. This could be a community project with technical assistance provided through the Baltimore County Historic Trust.

There are many scenic views and special corridors in the study area. The most obvious scenic routes lie along the major transportation routes -- Westminster and Hanover pikes and Mount Gilead, Dover, and Trenton roads. Westminster Pike, a state highway, is a five-lane, high-intensity commuter road, and this high-capacity design contrasts sharply with the rural, low-density character of the surrounding land. Additional landscaping along this road would soften the highway's harsh appearance and enhance the special character of the area.

Hanover Pike, another state highway, accommodates some commercial and residential development but is primarily a rural road that rises and falls with the topography. It provides a pleasant appearance for most of its length, especially during the spring, summer, and fall. At various locations, such as Mount Gilead Road, there are panoramic views northwest toward Carroll County. At other points, there are long views across farm fields, clusters of farm buildings, historic homes, and churches.

Mount Gilead Road, a narrow rural road which winds through cultivated fields and woodlots, connects Hanover Pike and Emory Road. Because of its narrowness and intimate blending with the landscape, this road represents an important element in the rural landscape. Dover Road, intersecting Hanover

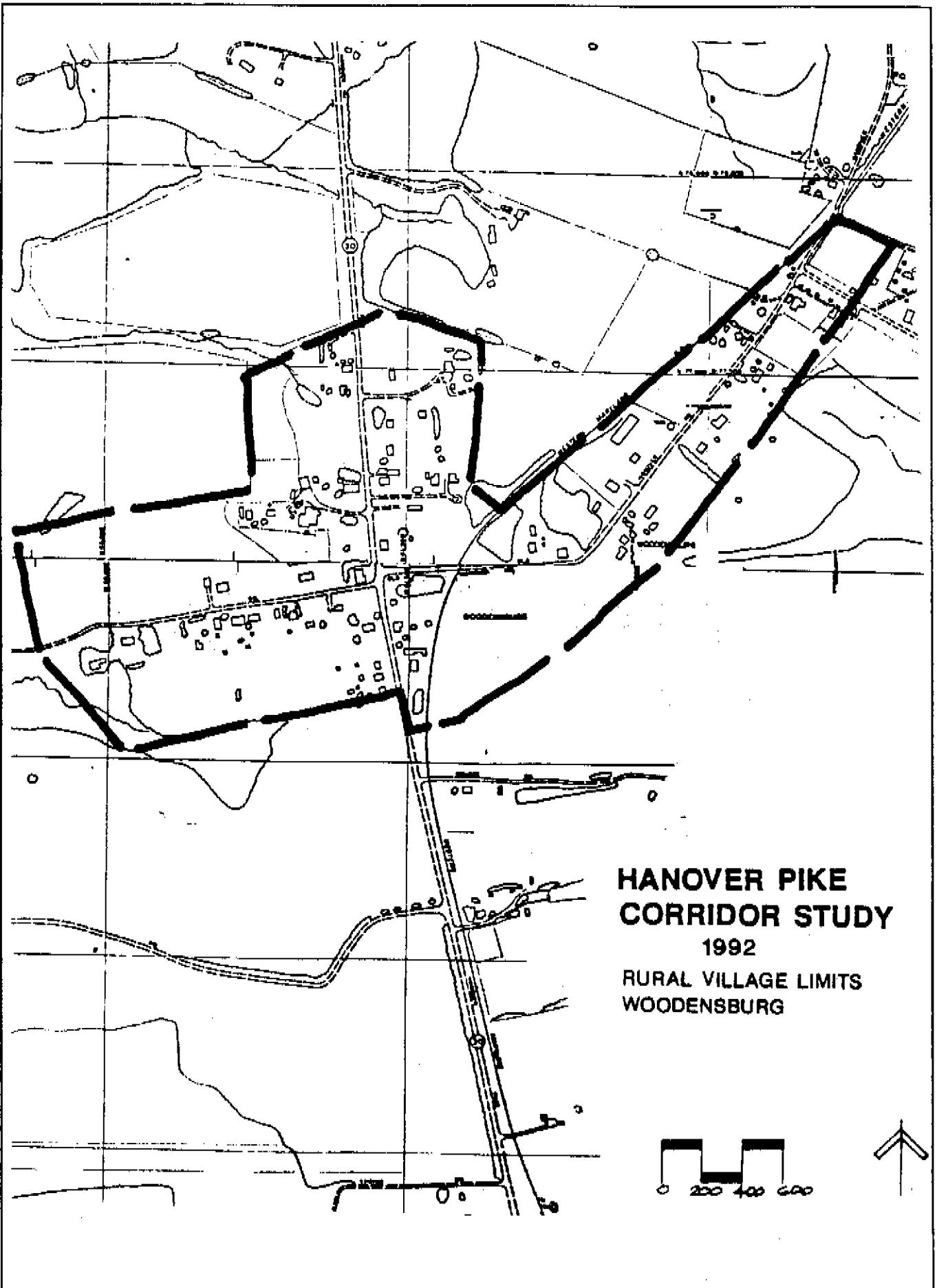


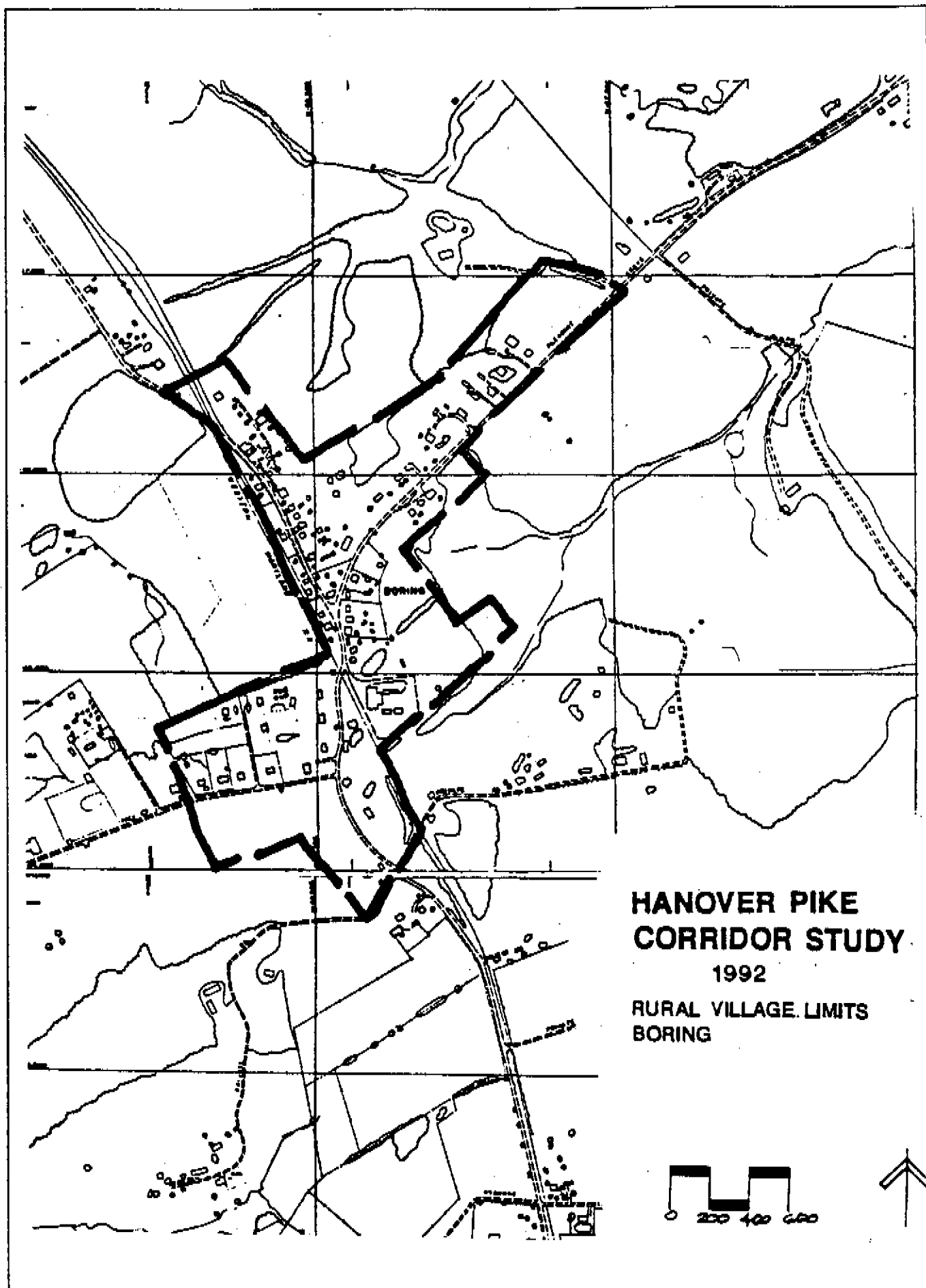
HANOVER PIKE CORRIDOR STUDY

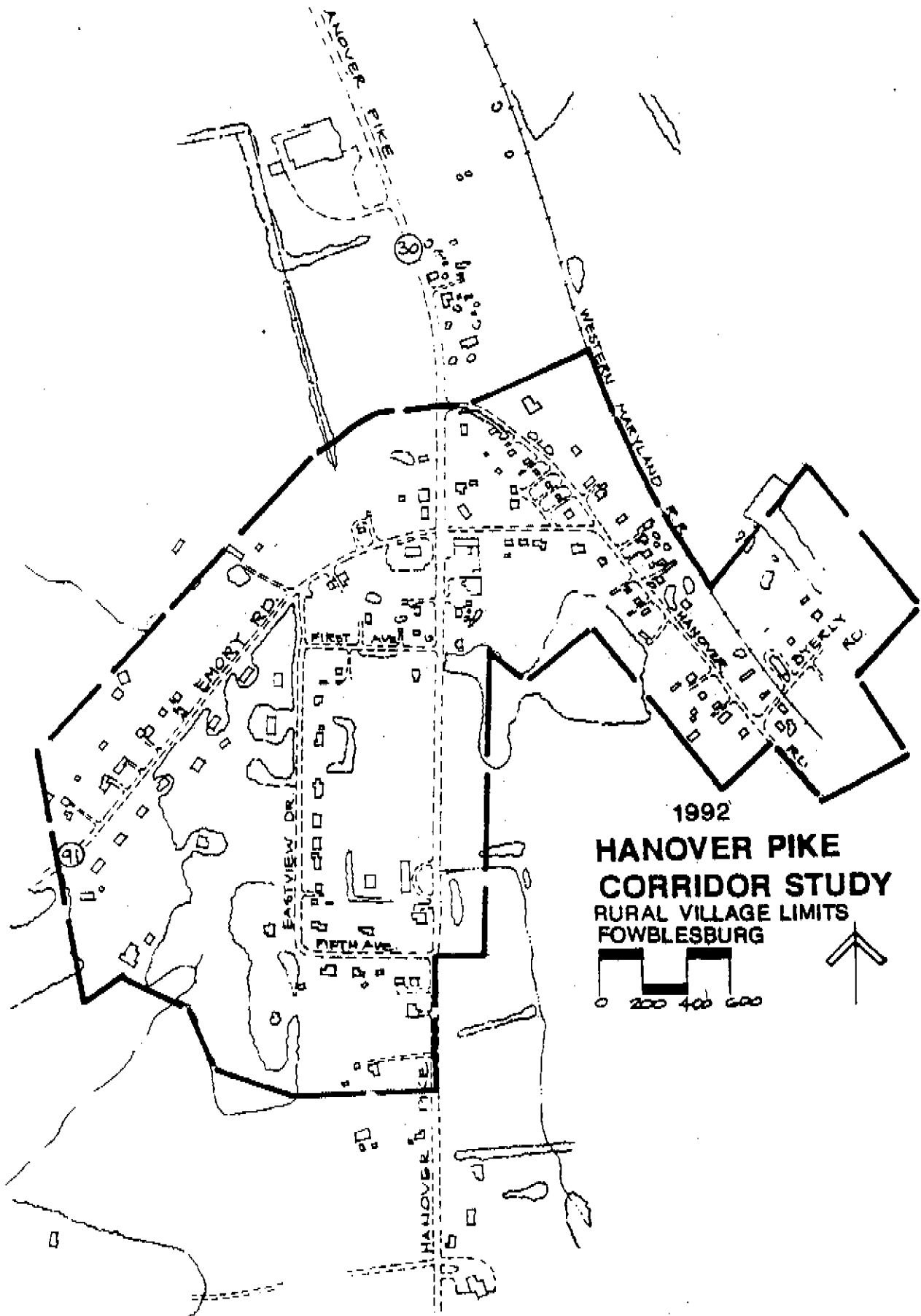


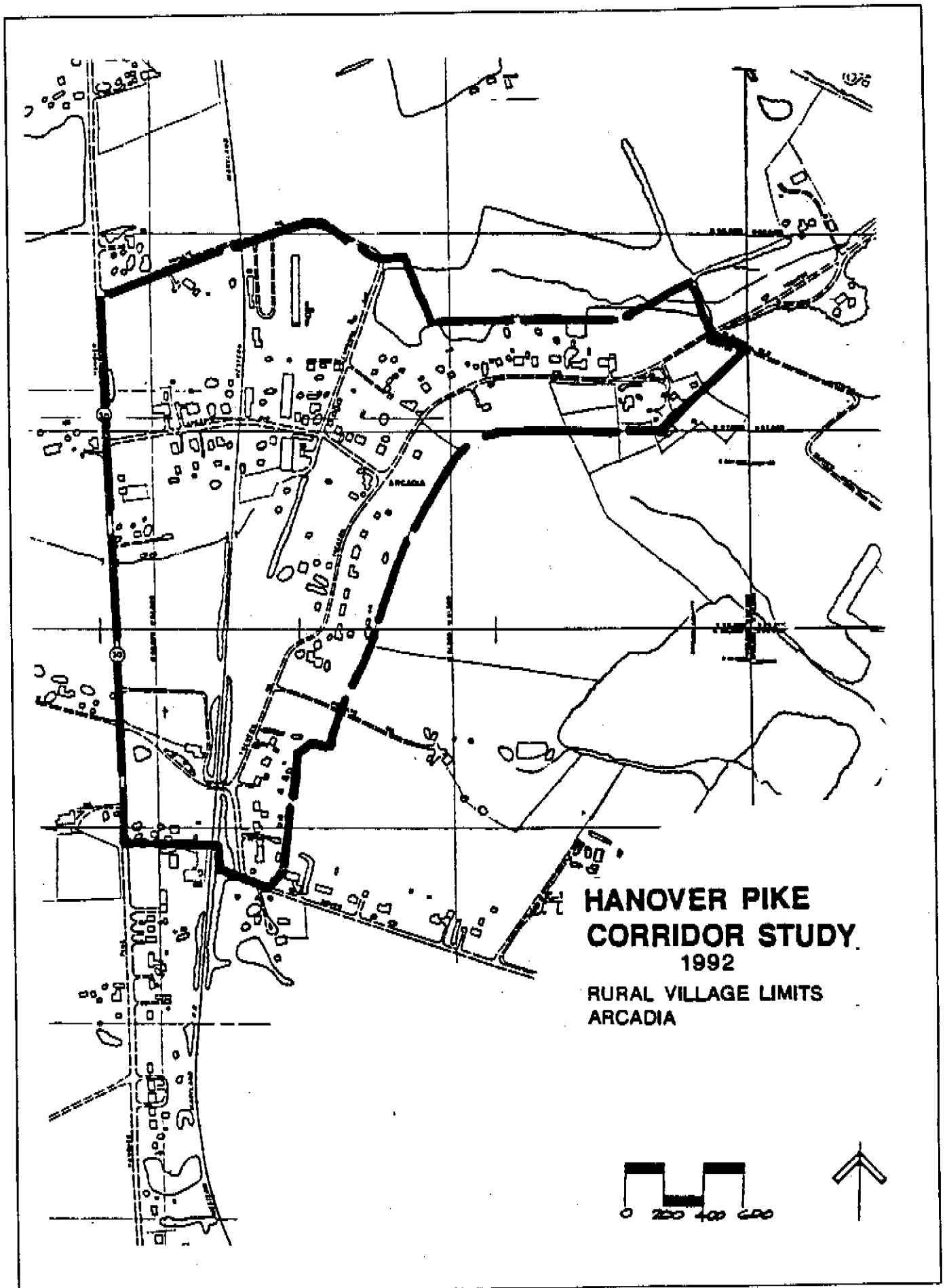
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PLAN: HANOVER PIKE









Pike just south of Arcadia, is most noticeable from the Pike because of the visibility of St. Paul's Lutheran Church and cemetery. From this point, traveling east, the road crosses the railroad on a vintage wooden trestle bridge. From there, drivers can choose between two scenic routes -- continuing on Dover Road or turning left onto Trenton Road. Dover Road provides a 5.5-mile ride along a rural road with dairy, grain, and beef farms, hardwood groves, and scattered home sites. All of the land is zoned for agriculture and some landowners have placed their farms in the Maryland Agricultural Land Preservation Program. Dover Road ends at Butler Road in Worthington valley. Trenton Road, beginning at Dover Road, runs north by northeast for three miles to Black Rock Road. This road passes through rolling farmland with 19th-century houses and trout streams.

Any discussion of scenic areas must include the four existing villages -- Woodensburg, Fowblesburg, Boring, and Arcadia. Recommended boundaries for each of these villages are illustrated on the proposed plan, within which each village's unique sense of character should be maintained.

It is clear from even the most preliminary evaluation of the environmental characteristics of this area, that it is not suitable for intense development of any sort. Proposed zoning changes or road improvements must be evaluated carefully as to their potential impacts on the natural landscape and environment and on the surface and underground water systems. As a result, the recommendations contained in this study are essentially conservative and if adopted, will require extensive ongoing environmental controls and monitoring at every stage of the development review and approval process.